

MAR 1952

CLASSIFICATION RESTRICTED
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

STAT

COUNTRY German Democratic Republic
 SUBJECT Transportation - Rail, water
 HOW PUBLISHED Monthly periodical; weekly newspaper
 WHERE PUBLISHED Berlin
 DATE PUBLISHED 21 May - Oct 1952
 LANGUAGE German

DATE OF INFORMATION 1952

DATE DIST. 16 Dec 1952

NO. OF PAGES 3

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS COPY IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Periodical and newspaper as indicated.

TRANSPORTATION IMPROVEMENTS IN THE GDR

ALUMINUM SPRAY PROTECTS COPPER FIREBOXES -- Berlin, Fahrt Frei, 21 May 52

An increasing number of locomotives of the Reichsbahn are at present being sprayed with a thin aluminum coating in their copper fireboxes. This is done to prevent corrosion of the fireboxes.

Since the conversion of locomotive firing in the German Democratic Republic from black coal to brown coal briquettes, copper fireboxes showed a formerly unknown deterioration. Firebox walls deteriorated above the grate bars to such an extent that, under unfavorable conditions, new walls had to be replaced after only 1½ years. This heavy deterioration is caused by the high sulfur content of the brown coal briquettes. Various theories have tried to explain this corrosion, most of them ascribing it to sulfurous acid developing in the firebox. It is a fact, however, that corrosion appears particularly heavy at those points which come in contact with brown coal ashes.

A test whereby firebox copper in contact with dry brown coal ashes was exposed to a temperature of 300 degrees centigrade for one week showed that, during this period, a corrosion of several tenths of a millimeter occurred. Thus, to prevent corrosion, the ashes must be kept away from the firebox walls. Tests at the Tempelhof railroad repair yard developed a method of spraying aluminum onto those parts of the firebox which were exposed to corrosion. The method was successful and its general application has been incorporated into the locomotive repair program.

REICHSBAHN STRIVES TO SPEED UP TRAIN RUNS -- Berlin, Der Verkehr, Vol. VI, No 10, Oct 52

The 1952 work program of the German Reichsbahn calls for a 5-percent increase in the average speed (including stops) of freight trains without raising the speed limit. The average speed (including stops) of freight trains has

- 1 -

CLASSIFICATION		RESTRICTED	
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI	

RESTRICTED

STAT

steadily increased over the last years as witnessed by the following example from the Erfurt Reichsbahn Directorate (in kilometers per hour):

Average Speed, Including Stops

	<u>Scheduled Through Freight Trains</u>	<u>Scheduled Local Freight Trains</u>
Summer 1949	17.7	
Winter 1949	19.6	10.8
Summer 1950	21.4	11.2
Winter 1950	20.6	11.5
Summer 1951	23.6	12.3
Winter 1951	24.0	12.1
Summer 1952	24.4	12.0
		12.3

Thus, since 1949 the average speed (including stops) has been increased by 38 percent for through freight trains and by 14 percent for local freight trains. This was achieved primarily through shortening of the time spent at stops and by reducing the number of stops.

RED TAPE BLOCKS WINDOW GLASS FOR REICHSBAHN CONTROL TOWER -- Berlin, Fahrt Frei, 25 Jun 52

In a letter to the editor, workers of switch control tower B 3 in the Leipzig Main Station voiced the following complaint:

The windows in switch control tower B 3 in the Leipzig Main Station, one of the largest control towers of the German Democratic Republic, were destroyed during the war. New window panes were installed, many of which have warped and now have blind spots. The panes give a distorted view and make it difficult to service the 200 switches and safety devices properly. For 2 years, we have tried in vain to get new window panes. The section shop claims that appropriate funds had been planned for 1951, were carried forward to 1952, were then canceled, and have now been planned for 1953. We demand faultless window panes so we can guarantee absolute operational safety.

ELBE RIVER BOTTOM LEVELED BY DIVING BELL -- Der Verkehr, Berlin, July 1952

Two vessels equipped with diving bells are used for maintenance of the waterways of the German Democratic Republic.

The diving bell is suspended from the port side of the vessel. It is an airtight steel container, open at the bottom. It is lowered by engine power and raised according to the orders given the machinist by an operator on the deck of the vessel. The orders are given through a speaking tube. The operator has in front of him an instrument indicating the depth location of the diving bell. Two men operate inside the bell. They can stand on a platform or directly on the bottom of the river. They move slowly along the bottom, inspect the river bed, and level it wherever necessary.

[Photographs of a vessel equipped with diving bell are available under CIA Photo Accession No 73635 and 73636.]

- 2 -

RESTRICTED

RESTRICTED

WISMAR SHIPYARD COMPLETES SOVIET PASSENGER SHIP -- Berlin, Der Verkehr, Vol VI,
No 6, Jun 52

After a construction period of 1½ years, the great 12,000-gross-register-
ton Soviet ship Pobeda has been completed at the Mathias-Thesen Shipyards in
Wismar and turned over to the USSR. The ship is destined for recreation trips
of Soviet workers on the Black Sea. For excellent work on this ship, a total
of 50,000 Deutsche marks was distributed as premiums among 170 workers and em-
ployees of the shipyard.

- E N D -

- 3 -

RESTRICTED

STAT

